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HONGKONG WEEKLY

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Hongkong Daily Press.

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 FOR 1908.

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No. 2 Pedder Street, Hongkong.

Hongkong, 7th August, 1908.

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Only communications relating to the news column should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No exquisitely signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 102, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1908.

The official announcement telegraphed by our Tokyo correspondent that the Japanese Cabinet has decided on heavy retrenchments in their financial programme will, we imagine, go far to restore public confidence in the administration. At home as well as abroad confidence has been perceptibly weakening, but it is probable that the retrenchment scheme will not be considered wholly satisfactory in Japanese business circles. About the time of the resignation of the late Cabinet we drew attention to a remarkable statement of views published by the United Chambers of Commerce in Japan, with regard to the Government's financial administration. One of the prominent features of that document was its condemnation of excessive expansion of armaments, and it will be noted and, no doubt, freely commented upon in Japan, that the announced retrenchments are for "public works" and will not affect the programme laid down for military and naval expansion. But those who have been carefully watching the latest Russian projects for the Far East and the feverish haste with which they are being advanced, will see in it all some reason for the Japanese Cabinet's refusal to consent to any curtailment or postponement in this direction. Apparently the Cabinet has had the matter under consideration and distinct avowals were appearing in the vernacular press a short time ago that certain military undertakings would be postponed. But during the last six months—or so much has happened in Russia to foster a belief in the "Coming Struggle," which is so often described as inevitable; and it is not improbable that

Russia's Atatur project and subsidiary plans to which so much publicity has been given have weighed against any curtailment of Japan's plans for strengthening her naval and military defences. It is a well-worn maxim that the best guarantee of peace is to be fully prepared for war; but the trouble is that no nation ever reaches that state, and the burden of armaments increases in all advanced countries year by year, notwithstanding standing ententes and the general confession of peaceful intentions. Japan feels the strain upon her resources, but her statesmen are evidently of opinion that they cannot afford to relax their efforts to maintain and improve the country's position as a military and naval power. The military-expansion schemes therefore are left untouched, and savings to the amount of two hundred million yen are to be effected by postponing harbour improvements and other undertakings of a like nature. No authoritative announcement has yet been made of the postponement of the Grand Exhibition arranged to be held in 1912, but the report has been circulated that this was one of the projects the Government proposed to sacrifice for a time, and it has evoked very strong criticism. Our Tokyo correspondent's telegram did not mention this as one of the proposals announced by the Government, and possibly this question has been reserved for further consideration. A proposal to postpone the exhibition evokes general disapproval on the ground that the national prestige would suffer thereby, and opposition is threatened in the Diet if the Government put it forward for approval. Doubtless many other details in the Government's retrenchment scheme will evoke complaint and regret but the postponement of works estimated to cost £20,000,000 can hardly fail to be appreciated by the general body of taxpayers.

Marian Reform is the latest undertaking of the Chinese Government. Chang Chiu Tung is an active supporter of this reform. Mr. Waterhouse, a clerk at Quarry Bay, has reported to the police that on Monday afternoon he lost \$320 in five and ten dollar notes between the shipyard and his house. The investiture of the Hon. Mr. Wei Yuk with the Companionship of the most distinguished Order of St. Michael and St. George will take place at Government House on Wednesday the 9th inst.

The residence of Mr. J. E. de Broker at Kamakura, Japan, has been destroyed by fire. The loss is very heavy and among the property destroyed was a fine library and a valuable collection of curios.

The British Post Office at Shanghai announces in the Shanghai papers that all correspondence intended for transmission to Europe via Siberia and so endorsed, will in future be forwarded by the new route via Dalny, unless especially superscribed "via Vladivostock."

At the instance of the Building Authority several summonses under the new Ordinance were heard before Mr. Wood at the Magistracy yesterday. They concerned Chinese owners, one of whom was fined \$10 and allowed fourteen days in which to have the repairs to his property completed.

Another rissha coolie was yesterday at the Magistracy fined \$5 for refusing to accept hire. Mr. S. Kingsbury residing at 20 Kennedy Road, was the complainant. He stated that on 27th ult. he left the office in Des Vœux Road shortly before midnight and hailed two rissha coolies who were standing opposite the King Edward Hotel. They immediately holted along His House Street but he went after defendant and took his number.

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At a State dinner held yesterday evening, the Governor of Victoria proposed the health of King Edward and President Roosevelt jointly.

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TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

THE SITUATION IN PERSIA.

LONDON, September 1st.

A revolutionary mob attacked the troops at Tabriz, and the fight ended with 800 casualties.

THE JAPANESE LEGATION
IN LONDON

THE PROBABLE APPOINTMENT.

TOKYO, September 1st.

Mr. Taka-akira Kato, ex-minister for Foreign Affairs, and formerly Japanese Minister in London, will

probably succeed Baron Komura as Ambassador to Great Britain.

JAPANESE EXHIBITION
POSTPONED.

GREAT PUBLIC RESENTMENT.

TOKYO, September 1st.

The exhibition originally arranged to be held in 1912, has been postponed until 1917.

The Municipal Council of Tokyo to-day passed a resolution protesting against the postponement, and demanded the return of the 1,370,000 yen contributed by the Council towards the exhibition fund. They also refused to co-operate with the promoters of the exhibition in 1917,

and demanded that compensation should be paid to people who have been dispossessed of land on the

Aoyama site.

The announcement has occasioned great public resentment.

REUTER'S SERVICE.

INDO-CHINA.

LONDON, August 30th.

M. Klobukowski, Governor-General of Indo-China, has left Marseilles to take up his post.

MOROCCO.

LONDON, August 30th.

Abdul Aziz has left Settat and arrived at Berrechid where he has bivouacked with his followers. Some towns are still resisting the Hafidists.

THE AMERICAN FLEET AT
MELBOURNE.

LONDON, August 30th.

The American Battleship fleet which has arrived at Melbourne was welcomed by the ringing cheers of thousands, both ashore and afloat.

THE TURKISH NAVY.

LONDON, August 30th.

At Constantinople it is believed that a Turkish squadron will shortly visit Smyrna where a meeting with Greek and French warships is expected. The formation of a squadron of four torpedo-boats for service in the Red Sea is also contemplated.

Twenty-two antiquated vessels are to be struck off the effective list.

GERMAN TORPEDO-BOAT IN THE
TYNE.

LONDON, August 30th.

Considerable comment was caused by the arrival and anchoring of a German torpedo-boat in the Tyne during the progress of a naval review.

THE WATER POLO SHIELD
COMPETITION.

V.E.C.W. CORINTHIAN YACHT CLUB.

The match to decide the winners of the

Water Polo Shield takes place at the V.R.C.

enclosure this afternoon, and as both teams are

in good condition, having been in steady training

for some weeks, a good game is expected.

The officers of H.M.S. "Vindictive"

brought her to ascertain the reason of the

visit, her commander explained that owing

to an accident to his water tank whilst

watching fishing operations in the East coast,

he had been compelled to put in for repairs,

and was unaware of the progress of manœuvre,

for causing the stoppage of which he expressed his regret.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. G. Mol. Messer (president), presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Irving, (Registrar-General), Messrs. A. Shattock Hooper, H. A. W. Slade, Lau Chu Pak, H. Humphreys, Dr. Pearce, (Medical Officer of Health), and the following officials: Dr. Macfarlane, (Assistant Medical Officer of Health), and A. Gibson (Secretary).

REMOVAL OF CEILINGS.

The report of the committee appointed to consider the question of the removal of ceilings and stair-linings was submitted. The Committee expressed the opinion that a scheme of a compulsory and systematic removal of ceilings and stair-linings should be adopted as a means of prevention of rat infestation, subject to certain expenses being paid by the Government and the granting of exemptions in particular cases.

The committee recommended the Board to make certain regulations.

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being paid by the Government and

SUPREME COURT.

Tuesday, September 1st.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE ALLEGED TRESPASS ACTION.

Their Lordships the Chief Justice (Sir F. Piggott) and the acting Puisne Judge (Mr. H. J. Gomperz) sat to hear two motions, one on behalf of the plaintiffs and the other on behalf of the defendants in the recent jury action in which Rauter Brookmann and Company were sued by a Chinese firm for alleged wrongful seizure of property belonging to them.

Mr. M. W. Slade, instructed by Mr. Dixon of Messrs. Hastings, and Hastings, appeared for the plaintiffs and Hon. Mr. H. E. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. Lang of Messrs. Deacon, Lockett and Deacon, appeared for the defendants.

Mr. Slade said he thought it would be better before going into the detailed facts of the case, to refer to the rider, or addition (or whatever the correct phraseology was) by the jury to their verdict, and to show their Lordships how the jury had obviously disregarded the evidence so as to give effect to their desire to inflict a penalty on Chinese who acted in the perfectly lawful manner of carrying on their business under "tong" names.

The Chief Justice—My attention has been drawn to notes taken by the shorthand writer, which do not exactly correspond with what actually happened. I shall alter that word "rider" into "remarks" and put it at the end.

Mr. Slade—Perhaps I'd better narrate what occurred. Your Lordship finished your summing up about one o'clock. The Court then adjourned for tea, and the jury returned to Court to consider their verdict after the tea-break. They gave the answers as recorded in the shorthand writer's notes. Then a discussion arose as to costs and various matters. When that had ended, the foreman of the jury handed in a document already typewritten.

Mr. Pollock—I cannot assent to all you are saying.

Mr. Slade—Then will you correct me? I will be only too glad.

Mr. Pollock—What then happened was that your Lordship stated you reserved the question of costs. After your Lordship informed the jury that they were discharged, and would be exempted from attending for a period of two years. Then, after your Lordship had formally discharged the jury, the foreman read from a typewritten paper.

The Chief Justice—And then Mr. Slade moved that the reading should be entered on the record.

Mr. Pollock—Your Lordship will see by looking at the original that what the jury had in their mind was that the law ought to be altered.

The Chief Justice—That, of course, is the argument.

Mr. Pollock—On behalf of the defendants I think I should formally take the point that this paper, to use a neutral term, does not in the circumstances really form part of the record at all. It is obviously not part of the verdict, and my friend is obviously going to find some argument upon it.

Mr. Slade—I am going to show that the jury carried out their own recommendations.

Mr. Pollock—This paper, read by the jury after they were discharged by the Court, did not form part of the verdict of the jury, and should not form part of the record.

The Puisne Judge—You don't mean, Mr. Pollock, that we are not entitled to look at this?

Mr. Pollock—Not as forming part of the record. It has no more effect than if the jurors had afterwards written a letter to the Registrar or the newspapers to a similar effect.

The Chief Justice—That, of course, is the record. But so far as the formal point is concerned, we must look at it now as it is on the record.

Mr. Pollock—Your Lordship can consider whether it ought to be on the record. It seems to me a point that will have to be decided now.

The Chief Justice—We must be quite regular. Unless it is in your notice of motion that this is an irregularity it must form part of the appeal.

Mr. Pollock—We cannot appeal from something we contend ought not to be on the record at all. If we included it in our notice of motion we would practically admit that it is on the record.

The Chief Justice—It is on the record as a fact, and there should be a motion to remove it.

Mr. Slade—I formally moved that it should be put on the record.

Mr. Pollock—It was not a regular motion.

The Chief Justice—It was a motion in the course of the trial.

The Puisne Judge—Supposing the jury handed in a paper next day, wouldn't the Court be entitled to consider it?

Mr. Pollock—My point is that the jury were discharged before they made it. We contend that it is neither a rider nor an addition to the verdict.

The Chief Justice—We don't say it is part of the verdict. We say it is technically on the record, and your only point now is that it should not be on the record. There should be a formal motion to remove it.

Mr. Pollock—Do your Lordships hold that we should formally move? It means filing a notice of motion.

The Puisne Judge—Supposing Mr. Slade had not moved that motion, and the paper had never been on the record, couldn't it be referred to in argument?

Mr. Pollock—No.

The Puisne Judge—Supposing they had written to the papers next day and signed it?

Mr. Pollock—It could not be referred to because it was not part of the verdict; no more than if the jurors held a public meeting at the

Hongkong Club or the City Hall, and said it was high time this business should be stopped.

The Chief Justice—I cannot assent to that!

The Puisne Judge—Supposing the jury had done that, couldn't it be referred to as a question of showing anabusus?

Mr. Pollock—I have no authority on that point. There may be a broad distinction between physical acts and what the jury said. For instance, an affidavit cannot be filed by a juror with regard to his verdict. The matter really resolves itself into this: Can this be considered as part of the verdict? Whether it must be considered as being technically on the record or file, or not, it cannot be considered by the Court as material for their consideration.

The Chief Justice—We think it is regularly on the record, not merely technically on the record of the case. It is also clear that it could be referred to, and brought before the Court by way of affidavit, but this is unnecessary now because it is on the record of the trial.

Mr. Pollock—Mr. Lang has filed an affidavit

for the purpose of showing that it was not considered by this Court.

The Chief Justice—Supposing it had been written three or four days afterwards to a paper, that could be put before the Court?

Mr. Pollock—As part of the verdict?

The Chief Justice—No, simply as a fact which occurred.

Mr. Slade said his Lordship, in dealing with the question of "tong" names, laid before the jury their duty. The summing up was delivered before the tea-break adjournment. This typed recommendation or paper was prepared by the jury during the adjournment, and theron the jurors said "they felt it their duty to draw the attention of His Lordship to the very objectionable system pursued by Chinese firms of concealing the identity of their partners in their accounts by the use of fictitious designations or "tong" names, and are of opinion that firms that keep their books in this manner should not be allowed the benefit of the Courts of this Colony."

Your Lordship had told them in the plainest language that the duty of the Court was to recommend "tong" names, and that people carrying on business under "tong" names in the Colony were entitled to the benefit of the Courts of this Colony. The jury say they are not. And I shall show your Lordship in this particular that the majority of the jury—to their honour be it said—two of the number stood out as a minority—must have deliberately given effect to this desire of theirs to prevent Chinese trading under "tong" names having the benefit of the Courts of this Colony.

The Puisne Judge—Was the summing-up of the Court concluded before the adjournment?

Mr. Slade—Yes. Then the jury returned, one can only presume, with this typewritten document, because there is no opportunity for typewriting in the library of the Supreme Court.

IN BANKRUPTCY JURISDICTION.
BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGGOTT).

ALLEGED FRAUDULENT PREFERENCE.

His Lordship delivered judgment on the motion in the bankruptcy of Li King Shek that was transferred by him of 14,000 bags of flour, the property of the Kwong Yik Wo firm, in favour of Chai Wai Chi was a fraudulent preference against the other creditors of the debtor, and further that Chai Kee was not a bona fide purchaser of the flour from Chai Wai Chi. The motion was made by Hon. Mr. Pollock, K.C., on behalf of the Official Receiver. His Lordship said he could not see the slightest use of the motion against Chai Kee which he dismissed with costs, and so far as he could see the motion against Chai Kee was one of suspicion only. He understood that the trustee was desirous of arguing the question and this might therefore be done.

GOOD NEWS FOR THE SEASICK.

The Windor contains two articles on the gyroscope. Mr. Cleveland Moffett describes the monocular car, with which the readers of the Review are now sufficiently familiar. Mr. Williams discusses the relation of the gyroscope to ocean travel. He relates Sir Henry Bessemer's costly failure in the endeavour to prevent the ship from rolling. But a German engineer, Dr. Otto Schlick, has developed the theory to practical demonstration, that the revolving wheel can prevent a ship from rolling.

In the year 1904, Dr. Schlick elaborated his theory before the Society of Naval Architects in London. His paper aroused much interest in technical circles, but most of his hearers believed that it represented a theory that would never be made a tangible reality. Fortunately, however, Dr. Schlick was enabled to make a practical test by constructing a wheel and installing it on a small ship—a torpedo-boat called the "Sea-bar," discarded from the German Navy. The vessel was one hundred and sixteen feet in length, and of a little over fifty tons displacement. The device employed consists of a fly wheel about three feet in diameter, weighing just over eleven hundred pounds, and operated by turbine mechanism capable of giving it a maximum velocity of sixteen hundred revolutions per minute. This powerful flywheel was installed in the hull of the "Sea-bar" on vertical axis, whereas the Brennan gyroscope operates on horizontal axis. So installed, the Schlick gyroscope does not interfere in the least with the steering or with the ordinary progression of the ship. Its sole design is to prevent the ship from rolling.

The expectations of its inventor were fully realised. On a certain day in July 1906, with a sea so rough that the ship rolled through an arc of thirty degrees when the balance-wheel was not in revolution, the arc of rolling was reduced to one degree, when the great top was set spinning in its secondary bearings released. In other words, it practically abolished the rolling motion of the craft, causing its decks to remain substantially level, while the waves, a whole, went up and down with the waves.

It is estimated that a gyroscope of sufficient size to render even a Channel steamer steady would represent energy equal to 50,000 foot-pounds. The writer concludes with the prophecy—

I think it is safe enough prediction that all battleships will be supplied with this mechanism in the near future. Amid the mass of engines of destruction on war vessels, one more will not assist the builder; while the advantages of being able to swing a storm of projectiles from a stable deck must be inestimable.

The Chief Justice—We don't say it is part of the verdict. We say it is technically on the record, and your only point now is that it should not be on the record. There should be a formal motion to remove it.

Mr. Pollock—Do your Lordships hold that we should formally move? It means filing a notice of motion.

The Puisne Judge—Supposing Mr. Slade had not moved that motion, and the paper had never been on the record, couldn't it be referred to in argument?

Mr. Pollock—No.

The Puisne Judge—Supposing they had written to the papers next day and signed it?

Mr. Pollock—It could not be referred to because it was not part of the verdict; no more than if the jurors held a public meeting at the

HOME CRICKET.

FROM A CORRESPONDENT.

LONDON, July 30th.

The match of the season, so far, Kent v. Surrey, has come and gone, and with it have disappeared all hopes the Ovalites ever entertained of winning the County Championship, for after holding a winning hand, they collapsed before the Kent bowling and had to win defeat by no less than 206 runs. The Hop County, betting first, made 183 (Woolley 58), to which Surrey replied with 183, though at one time they looked like making a much larger score, Kent declared their second innings at 393 for 8, principal contributors being E. W. Dillon 93, H. R. Mason 57, Hardinge 52, Woolley 49; thus leaving Surrey 390 to get to win. They only compiled 183, in which the outstanding feature was a capital 106 from Hobbs. This Kent are now a good second to Yorkshire in the Championship table. Kent have since added another victory to their list, beating Gloucestershire easily by 8 wickets on Tuesday. The West Country made 158 (Dennett 56) and Kent's first innings produced 193 (Fairhurst 55). Gloucestershire were only able to collect 181 in their second venture, and Kent had no difficulty in knocking off the requisite 100 for 2 wickets, Yorkshire had to draw their match against Leicestershire owing to rain. Out of the Tykes' total of 325, Rhodes was responsible for 122 and Hirst 72. The Midlanders did unexpectedly well against Yorkshire, attacking, compiling 303 (Knight 79, King 52). Yorkshire had scored 69 without loss when rain put an end to the proceedings. Against Derbyshire, however, Yorkshire had an easy task, winning by an innings and 131 runs. The Peeskites scored 127 and 136 to Yorkshire's 394 for 8 wickets (declared). Wilson, who was making a first appearance for the county, scored 109, while Wilkinson and Denton made 79 and 59 respectively. Surrey's defeat by Kent has been already alluded to, and their match with Sussex was a draw, characterised by phenomenally high scoring. Sussex declared with 6 wickets down for 515 (Ranjit Singhji 200, Killick 55, A. Reft 73, C. B. Fry 55) and in reply Surrey ran up 540 (Hayward 164, Hayes 136, Holland 57 not out, Hobbs 54). Sussex had made 73 for 2 wickets when stumps were drawn.

Middlesex beat Lancashire by 150 runs at Lords; the Metropolitans in their first innings

scoring 238, Lancashire's reply was 275 (Sharp 78, Poidevin 60, Hayward 54). Middlesex far better at their second venture, aggregating 335 (Tarrant 113, B. J. T. Bosanquet 100) and, dismissing the Lancashires for 148, won easily as stated. Lancashire, however, beat Essex yesterday at Manchester by 272 runs. Scoring 222 first innings (A. Hartley 52), they dismissed the visitors for 185 and declared their second innings with 307 for 9 (Sharp 111, Whithead 56). Essex were quite unequal to the task set them, and were all out for 122 (Rees 61). Walter Brearley bowled in quite his best form securing in the course of the match 14 wickets for 111 runs. Previous to this defeat, Essex had beaten Derbyshire handsomely by 8 wickets. There was little to choose between the teams on first innings, Essex 213 (Buckingham 69), Derbyshire 185 (Needham 107). The Peeskites' second venture, which realized 253, was noteworthy for a contribution of 104 from Needham, who thus exceeded the century for the second time in the match's fine performances. Essex were then set 238 to get to win, a number they obtained for the loss of 4 wickets only, thanks to a fine stand by Freeman and C. McGabey (92 not out and 67 not out).

Worcestershire's two matches have resulted in a defeat and a draw. Sussex beat them by 10 wickets, the scores reading:—Sussex 530 for 9 wickets (C. B. Fry 214, Ranjitsingh 92, R. Foster 71, Killick 53); and 5 for no wicket; Worcester 226 (Cuffe 60) and 305 (H. K. Foster 91, G. N. Foster 62).

Against Hampshire the Sancemen made 450 (Bowley 108, Cuffe 79, Arnold 58) and Hampshire 235 (Stone 69) and 264 (Bowell not out 101).

Last year's champions, Norfolk, have had a bad week, losing to Gloucestershire and drawing with Leicestershire. In the first match the Western county scored 175 (G. L. Jessop 75) to which the ex-champions responded but feebly with 129. Gloucestershire made 303 second

knock (Langdon 92, G. L. Jessop 78) set 355

to make odds on the Notts man bringing it off,

but their last wicket fell 5 minutes before time,

with 295 on the board (Iremonger not out 74, Gunn 65). Gloucestershire then winning an intensely exciting game by 60 runs. Fairly hairy scoring predominated in the drawn game between Notts and Leicestershire. The latter totalled 430 (J. B. Wood 171, Cee 78) and Notts made 282 (Hardwick 68) and 218 for 4 (Iremonger 34 not out, J. Gunn 49 not out).

CENTURES SINCE LAST NOTE.

C. B. Fry (Sussex v. Worcestershire) ... 214

H. H. The Jam Sahib (Sussex v. Surrey) ... 200

C. J. B. Wood (Leicestershire v. Notts) ... 171

Hayward (Sussex v. Sussex) ... 164

Hayes (Surrey v. Sussex) ... 165

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Bowley (Worcestershire v. Hampshire) ... 108

Needham (Derbyshire v. Essex) ... 107*

Hobbs (Surrey v. Kent) ... 104

Bowell (Hampshire v. Worcester) ... 101*

B. J. T. Bosanquet (Middlesex v. Lancashire) ... 100

* Indicates "not out".

T. C. L. LEITCH, CRICKETER.

LEAST STEAMER MOVEMENTS.

The German str. Borneo left Sandakan on

the 29th ult. p.m., and may be expected here

to-morrow.

The I.G.M. str. Derfflinger left Kobe via

Nagasaki and Shanghai on the 31st ult. p.m.

and may be expected here on or about 9th inst.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are no ordered for a fixed period will be continued until countermanded.

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Hongkong, 1st September, 1908. 1230

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TH E Steamship

"CAPRI."

Captain Pedone, will be despatched as above on THURSDAY, the 10th Sept., at Noon.

For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & CO.

Hon. Secretary and Treasurer.

Hongkong, 2nd September, 1908. 1255

HONGKONG GYMKHANA CLUB.

TH E FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, 5th September, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club.

Soldiers and Sailors in Uniform Half Price.

The Committee invite the Ladies of Hongkong to present.

Post entries will be accepted for event No. 5.

REGINALD F. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong, 2nd September, 1908. 1255

DOUGLAS STEAMSHIP CO., LIMITED.

TH E ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Offices on SATURDAY, the 19th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 12th September, both days inclusive.

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 2nd September, 1908. 1257

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

TH E Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above Port on FRIDAY, the 4th Inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fare to Foochow, will be made during the Month of September.

For Freight or Passage, apply to—

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 1st September, 1908. 1254

NOTICE.

TH E Undersigned begs to notify that the CHU KWONG LAN Firm with all its Branches has been DISPOSED OF to Mr. UN-OI-YU, who will undertake to settle all and sundry of the liabilities connected therewith.

The undersigned therefore refuses to hold himself responsible for any debts old or new contracted by the aforesaid Firm.

CHU SHOW NAM.

Hongkong, 1st September, 1908. 1251

YAT KWONG & COMPANY.

(日光公司).

NOTICE IS HEREBY GIVEN that on and after This Date MR. HO WING TIN (何永田), formerly in charge of, and signing on behalf of, the above Company, has now retired from his position, and his signature on bills and documents will no longer be recognized unless they bear the Company's stamp.

Hongkong, 30th August, 1908. 1252

FRENCH LESSONS.

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D. R., Care of "Daily Press" Office.

Hongkong, 13th November, 1908. 1250

SINGON & CO.

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Hongkong, 26th October, 1908. 729

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

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Hongkong, 28th August, 1908. 1236

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W.B. CORSET.

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14, Queen's Road, Central.

Hongkong, 27th August, 1908. 851

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Co., &c., &c.

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Hongkong, 7th August, 1908. 81.

ALL PARTIES having PAYMENTS to make to, or CLAIMS against the Estate of Mr. JOH. THYEN, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September a.c.

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Hongkong, 31st July, 1907. 730

SANG MOW.

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Hongkong, 26th February, 1908. 401

LILY M. H. CHAN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

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Hongkong, 17th April, 1907. 477

NOTICE TO CONSIGNEES

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NOTICE TO CONSIGNEES.

THE Steamship

PRINZ EITEL FRIEDRICH,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 9.30 A.M.

All Claims must reach us before the 6th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 26th August, 1908. 5

SIR ERNEST SIMONS' COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE:

CONSIGNEES of Cargo from London ex s.s. "Dordogne Ancon," from Havre ex s.s. "Dordogne," from Bordeaux ex s.s. "Ville de Lorient," in connection with above.

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Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after

MONDAY, the 7th September, at NOON, will be

subject to rent and landing charges.

All claims must be sent to me on or before

the 7th Sept., or they will not be recognised.

All damaged packages will be examined on

MONDAY, the 7th Sept., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 31st August, 1908. 2

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Hongkong, 19th August, 1908.

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D. TOHDOW Manager.
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783

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Hongkong 8th April, 1908.

1103

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Hongkong, 22nd August, 1908.

36

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21

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Manager.

Hongkong, 24th March 1908.

524

THE FIRST BATTLE IN THE AIR.

HOW IT MAY BE FOUGHT.

In the *Pall Mall Magazine* Mr. Wells gives us his idea of how the first battle will be fought in which the airship will take an effective part.

In his story "The War in the Air" he has described how Germany suddenly declared war against the United States and the whole German fleet of eighteen battleships, with a flotilla of fuel tenders and convoys of stores to be used in support of the airship, crossed the Straits of Dover on Whit-Munday, and steamed across the Atlantic for the purpose of destroying the American Atlantic fleet, which was made up of four battleships and five armoured cruisers. He describes the fleet as coming into contact before any actual declaration of war. Most of the American battleships were in the Pacific Ocean, and all that American Atlantic fleet could do was to hold back the German fleet for a little time until they could put Panama and New York in a position of defense.

Mr. Wells describes the naval battle as seen from the deck of the airship, which remained at a height of six or seven thousand feet in the air. When the time came for the airships to attack the American fleet, the flagship of serial navy slowly descended until she hovered high over the American battleships, keeping pace with their full speed. Mr. Wells thinks that it is almost impossible for the battleship to do any damage to their aerial assailants. One man was killed by a rifle shot on the aerial flagship, but that was all.

When the airships attacked the ironclad they let loose a number of what he calls "drachenfliegers," that is to say aeroplanes with wide flat wings and square box-shaped heads, each navigated by a single pilot. They sweep down like a flight of birds and drop bombs upon the ships below. After these skirmishes with the "drachenfliegers" a dozen airships pursued the American fleet at a height of 2,000 feet until they were a little in advance of the rearmost ironclad, than they swooped down, and going just a little faster than the ship below, pelted her thinnest-projecting decks with bombs until they became sheets of detonating flame. The American fleet was destroyed and the airships headed for New York.

Mr. Wells thus moralizes over the passing of the ironclad:

So it was that Bert Smallways saw the first fight of the airship and the last fight of those strange things in the whole history of war: the ironclad battleship, which began their career with the floating batteries of the Emperor Napoleon III. in the Crimean War, and lasted with an enormous expenditure of human energy and resources, for seventy years. In that space of time the world produced over 12,500 of these strange monsters, in schools, in types, in series, ever larger and heavier and more deadly than its predecessors. Each of its ironclads was built at the last birth of time, most in their turn were sold for old iron.

Only about five per cent. of them ever fought in a battle. Some founders, some went ashore and broke up, several rammed one another by accident, and sank. The lives of countless men were spent in their service, the splendid genius and patience of thousands of engineers and inventors, wealth and material beyond estimating; to their account we must add started, lived and died on land, millions of children sent to torn unduly developed and lost. Money had to be found for them at any cost—it was the law of a nation's existence during that strange time. Surely they were the weakest, most destructive and wasteful megaliths in the whole history of mechanized invention.

And then cheap things of gaud and basket-work made an end of them altogether, smiting out of the sky!

TOLSTOY ON RUSSIA.

AN IMPREACHMENT.

A powerful impeachment of the Tsar's Government has been written by Count Tolstoy, and appears in the *Daily Chronicle*, where it fills nearly four columns. Here are the closing passages of this passionate protest:

I know that men are but human, that we all are weak, that we all err, and that one cannot judge another. I have long struggled against the feeling that was and is aroused in me by those responsible for these awful crimes, and around the more the higher they stand on the social ladder. But I neither can nor will struggle against that feeling any longer. I cannot and will not; first because an exposure of these people who do not see the full criminality of their actions is necessary for them as well as for the multitude that, influenced by the external honour and laudation accorded to these persons, approved their terrible deeds and even try to imitate them. Secondly, I cannot and will not struggle any longer, because if I frankly confess it I hope my exposure of these men will, one way or other, evoke the expulsion I desire from the set in which I am now living, and in which I cannot but feel myself to be a participant in the crimes committed around me.

Everything now being done in Russia is done in the name of the general welfare, in the name of the protection and tranquillity of the inhabitants of Russia. And if this be so, then it is also done for me, who live in Russia. For me, therefore, exists the destruction of the people, deprived of the first, most natural, right of man—the right to use the land on which he is born; for me the half-million men torn away from wholesome peasant life and dressed in uniforms and taught to kill for me that false so-called priesthood, whose chief duty it is to pervert and coarsen true Christianity; for me all these transports of men from place to place; for me these hundreds of thousands of hungry workmen wandering about Russia; for me these hundreds of thousands of unfortunate dying of typhus and soury in the fortresses and prisons which do not suffice for such a multitude; for me the mothers, wives, and fathers of the exiles, the prisoners, and those who are hanged as scoundrels; for me the inferno of these dozens and hundreds of men who have been shot; for me the horrible work goes on of these hangmen, at first enlisted with difficulty, but now no longer so loathing their work; for me exist these gallows, with well-scolded cords from which hang women, children, and peasants; for me exists this terrible embitterment of man against his fellow-man.

Strange as it is the statement that all this is done for me, and that I am a participant in these terrible deeds, I cannot but feel that there is an indubitable interdependence between my leisure and these terrible crimes committed to get rid of those who would like to take from me what I use. And though I know that these hooligans, embittered, depraved people—who but for the Government's threats would deprive me of all I am using—are products of that same Government's actions, still I cannot help feeling that at present my peace only is dependent on all the horrors that are now being perpetrated by the Government. And being conscious of this, I can no longer endure it, but must free myself from this intolerable position. It is impossible to live so long at my rate, cannot and will not live so.

JOHN ARMSTRONG,
Manager.

Hongkong, 14th May, 1908.

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THE "INDOMITABLE'S" TRANS-ATLANTIC RECORD.

A London contemporary contains the following report on the return of H. R. H. the Prince of Wales from Canada:

COVENTRY, August 3rd.

Unprecedented interest centres in the remarkable performances of the world's most wonderful vessel. There was never any doubt in the mind of the expert that she was the most powerful and swiftest warship afloat. If there had been any, the performance, which now stands to her credit, would dispel it completely. The average rate of speed attained by her in her run across the Atlantic, was 25½ knots; but that was a rough calculation, and it was made on what is called a "land to land" basis; that is, the timing began at the last point of land on the Canadian side and ended when the Fastnet came into view. The official timing, however, will be based on the journey from Bell Isle to England. The calculation for this course to be exact, from the south port of Bell Isle to Land's End—works out a little less favourably, namely, an average of 24½ knots per hour, owing to the reduced speed necessitated by the fog in the vicinity of Bell Isle and Isborga which were encountered shortly after passing Cape Norman. Speed was also reduced on nearing Land's End. The log of the voyage will make interesting reading, but the full details will not be known until they have been submitted to the Admiralty.

DIFFICULTIES ENCOUNTERED.

The "Indomitable" left Quebec at 4.15 on Wednesday morning last, and passed Rimouski, where the mail steamers call, at 1.30 in the afternoon. From here the vessel was run at a speed of sixteen knots, until the western end of the Straits of Belle Isle was reached. In this neighbourhood a dense fog prevailed, which rendered it necessary to reduce the speed to eight knots an hour. The fog cleared when the Straits were been negotiated, and preparations were made for working up to full speed with the prospect of favourable weather conditions ahead. But the cruiser soon ran into another fog-bank, and once more the engines had to be slowed down, this time to fifteen knots. It was an open secret that the vessel's capabilities were to be put to a severe test on the homeward voyage. Officially, of course, record-breaking was not matter to be considered, but human nature being what it is, one may safely assume that everyone on board was anxious to bring the ship home in time, which had never been more aptly uttered by any warship or liner. Under these circumstances the fog, which arose on what may be called the measured distance, must have been extremely trying to the patience of all. As it was, this drawback delayed the vessel by at least a couple of hours. To add to the difficulties, some "icebergs" as big as the Rock of Gibraltar floated majestically across the very path of the cruiser. It required little imagination to conjure up the inspiring picture of this giant warship, the embodiment of strength, power, and destruction, gliding its way through archipelagoes of icebergs, beside the dazzling whiteness of which the sombre outlines of the vessel stood out in marked relief. But those on board were hardly in the mood for admiring the beauty of icebergs, and no one was sorry when, at three o'clock on the afternoon of Friday, the last

SHIPPING.

ARRIVALS.

HAI-LAN, French str., 477, O. A. Hoag, 31st August—Hidlow 29th August, General A. H. Marti.
LAMINGTOW, British str., 2,233, Maophil, 31st August—Hongkong 28th August, Coal—Butterfield & Swire.
NICOMEDIA, German str., 4,363, P. Wagmann, 1st September—Portland and Moji 27th August, General P. & A. S. S. Co.
SHAOSHING, British str., 1,301, W. McIntosh, 1st Sept.—Shanghai 29th August, General Butterfield & Swire.
YAWATA MARU, Japanese str., 3,916, T. Sakine, 1st September—Yokohama 22nd August, General Nippon Yusen Kaisha.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
1st September.
Aldenhorn, British str., for Moji.
Amigo, German str., for Hidlow.
Houang, British str., for Saigon.
Kepman, British str., for Saigon.
Nikko Maru, Japanese str., for Nagasaki.
Saruki Maru, Japanese str., for Singapore.
Vedie, British str., for Palembang.

DEPARTURES.

1st September.
CHI-YUEN, Chinese str., for Shanghai.
DAGNY, Norwegian str., for Canton.
ENEZ SIMONS, French str., for Shanghai.
FLINTSHIRE, British str., for Saigon.
HACHING, British str., for Coast Ports.
ITO MARU, Jap. str., for Keelung & Seattle.
JOHANNES, German str., for Swatow.
SAISSE, German str., for Swatow.
TAMING, British str., for Manila.
TYDUS, British str., for Canton.
WING-SANG, British str., for Europe, &c.
YARLA, French str., for Europe, &c.

VESSELS IN DOCK.

September 1st

ARMEDMEN DOCKS.—*Soriano*, H.M.S.
Kowloon Docks.—*Soriano*, H.M.S.
Whiting, Jutewell, U.S.A. Atalante, Manila,
Vigilante.
COPROLETAN DOCKS.—*Pocahontas*, H.M.S.
Otter.

VESSELS PASSED ANJER.

August 7, British str. *Uma*, Phillips, from Soerabaja.
August 8, British str. *Claverdon*, June 3, from Cardiff, for Hongkong.
August 8, Dutch str. *Empress Colchester*, June 20, from Amsterdam, for Batavia.
August 13, Japanese str. *Kasato Maru*, from Durban, for Yokohama.
August 13, German str. *Plauen*, Hellerick, August 12, from Tilbury, for Batavia.
August 13, British str. *Kadite*, June 10, from New York for Batavia.
August 13, Dutch str. *Banda*, Fenege, August 13, from Batavia, for Amsterdam via Djedda.
August 14, Dutch str. *Antenor*, Hazelton, Aug. 14, from Batavia, for Djedda via Anjer.
August 14, German str. *Lohrigen*, Dirks, August 14, from Batavia, for Amsterdam.
August 15, British str. *Bevin*, Cole, from Cherbon.
August 15, Russian ship, *Ocean*, Tagerstrom, from Singapore, for Mauritius.
August 17, British str. *Islander*, Wright, August 15, from Singapore, for Christmas Id.
August 17, British str. *Baron Delaney*, Dodds, Aug. 15, from Singapore, for Bubury.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 3rd Sept., at NOON.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 29th August, 1908. 1239

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY:

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED BY BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay, &c. on SATURDAY, the 6th September, at NOON, taking passengers and cargo for the above port in connection with the Company's s.s. "Mongolia," 10,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables all cargo for France in Tea for London (under arrangement will be transhipped at Colombo) into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 17th October, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.

For further particulars apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 24th August, 1908. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT), CALINGA, SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking cargo of through rates to the BRAZIL to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"VORWAERTS,"

Capt. Beinert, will be despatched (as above) on or about the 23rd September.

This steamer has splendid accommodation for

Passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WHEELER & CO., Agents.

Princes' Buildings.

Hongkong, 29th August, 1908. 3

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

SHIPPING IN PORT.

STEAMERS

ABANA, British str., 2,673, A. Bowden, 28th Aug.—New York 29th June, Petroleum—Standard Oil Co.

AISASAGAO, British str., 2,186, A. D. Moody, 30th August—Barry Dock 14th July, Coal—Navy Department.

ALDENHAM, British str., 4,000, St. John George, 30th August—Australia via Sydney Aug. 9th and Manila 28th, General Gibb, Livingston & Co.

AMERICA MARU, Japanese str., 3,460, W. E. Filmer, 28th August—San Francisco and Shanghai 26th August, Mails and General Toyo Kisen Kaisha.

AMIGO, German str., 700, Franssen, 26th Aug.—Pakhol and Hidlow 25th Aug., General Jebson & Co.

ARNEIL, British str., 2,433, Winsom, 24th August—Whampoa 23rd August, Ballast—Bradley & Co.

CHANOYA, British str., 2,300, E. Finlayson, 29th Aug.—Sydney 6th August, General Butterfield & Swire.

CHENGHONGSHING, British str., 1,256, V. McG. Liddell, 27th August—Teitien via Paris 19th August, General Jardine, Matheson & Co.

CHOSHUN MARU, Japanese str., 1,204, Sunaga, 24th August—Shanghai 18th and Swatow 23rd, General Osaka Shosen Kaisha.

CLAYERBURN, British str., 2,518, W. H. Sedon, 17th August—from Cardiff Coal—Dowell & Co.

DAGNY, Norwegian str., 883, Abrahamson, 31st August—Cleve 24th August, General Agard Thoresen & Co.

EMPEROR OF JAPAN, British str., 6,940, S. Robinson, R.N.E., 27th August—Vancouver Aug. 6th and Shanghai 24th Mails and General Canadian Pacific Railway Co.

FOREST DALE, British str., 2,323, Noall, 24th August—Samara 19th August, Sugar Butterfield & Swire.

HORSANG, British str., 1,359, Jas. M. Hay, 27th August—Sourabaya 17th August, Sugar Jardine Matheson & Co.

JOHN HARDIE, British str., 2,816, McMillan, 26th August—New York 19th June, Kerosene Oil—Standard Oil Co.

KAIFU, British str., 987, Matheson, 22nd Aug.—Cob and Iloilo 18th August, General Butterfield & Swire.

KEBUM, British str., 9,069, Evans, 26th Aug.—Taoma, U.S.A. 2nd August, General Butterfield & Swire.

KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 30th Aug.—Shanghai 27th Aug., General Chinese.

LAIBANG, British str., 2,924, E. J. Tadd, 20th July—Calcutta July 5th and Singapore 15th, General Jardine, Matheson & Co.

LAUCHAN, German str., 2,051, Spierling, 25th Aug.—Moji 17th Aug., Coal—Jensen & Co.

LENNOX, British str., 2,374, F. McNair, 24th August—Vancouver 27th July and Shanghai 20th August, General C. P. R. Co.

LIGHTNING, British str., 2,125, A. E. Gentles, 28th August—Calcutta and Singapore 23rd Aug., Aug., General David Sasoon & Co., Ltd.

LOCKHART, British str., 1,020, W. Tambert, 25th August—Bangkok 17th August, Rice Butterfield & Swire.

LOONGSANG, British str., 1,992, S. J. Payne, 24th August—Manila via Amoy 23rd Aug., General Jardine, Matheson & Co.

LOYAL, German str., 1,237, F. Nazina, 30th August—Bangkok and Kohinchang 22nd August, General Sander, Weller & Co.

MACDOUFF, British str., 1,228, C. H. Birch, 17th August—London and Singapore 11th August, General Dowdell & Co.

MANILA, German str., 1,108, J. Minson, 21st August—Sydney 30th July, General Melchers & Co.

MAUSANG, British str., 1,644, Weigall, 28th August—Sandakan 22nd August, Timber and General Jardine, Matheson & Co.

NANGANG, British str., 1,040, W. J. Miller, 30th August—Shanghai and Swatow 29th August, General Butterfield & Swire.

NIKKO MARU, Japanese str., 3,434, T. L. Harrison, 31st August—Australia via Manila 29th August, General Nippon Yusen Kaisha.

ONSANG, British str., 1,787, F. Wheeler, 14th August—Mcji 8th August, Coal—Jardine, Matheson & Co.

PEYMPHEN, British str., 1,065, Scott, 26th August—Saigon 21st August, General Chinese.

QUARTA, German str., 1,852, H. Madson, 15th Aug.—Polo Pakum 9th Aug., Old Iron Tanks—Sandor, Weller & Co.

RAJAH, Norwegian str., 1,200, Augerson, 17th August—Rajah 10th August, Timber—Wallam & Co.

SANUKI MARU, Japanese str., 3,739, K. Homma, 31st August—Japan and Shanghai 28th August, General Nippon Yusen Kaisha.

SEXTA, German str., 1,642, Dealer, 12th August—Wakamatsu 5th August, Coal—Siemssen & Co.

SHOSHU MARU, Japanese str., 990, I. Ijichi, 3rd August—Tamsui via Amoy and Swatow 29th Aug., General Osaka Shosen Kaisha.

SINGAN, British str., 1,047, F. Jamieson, 31st Aug.—Hainan 26th Aug., General Butterfield & Swire.

SPIN, Norwegian str., 977, R. Scholten, 31st Aug.—Swatow 17th Aug., General Aagard, Thoresen & Co.

SUNGKANG, British str., 987, G. H. Pennefather, 27th August—Hoole 23rd August, Sugar—Butterfield & Swire.

TJIRINI, Dutch str., 7,000, P. S. Schoelen, 31st August—Moji 26th Aug., General Jardine, Matheson & Co.

WINGANG, British str., 1,517, D. A. King, 31st August—Shanghai via Swatow 29th Aug.—Amara and Singapore 22nd August, Petroleum—Asian Petroleum Co.

VICTORIA, British str., 2,929, Thor Eckert, 22nd Aug.—Kohinchang 15th Aug.—Aagard, Thoresen & Co.

YEWINGANG, British str., 1,222, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.

JUTTERFORD, British ship, 2,480, Stewart, 6th June—St. John 5th April, Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2,057, Tucker 2nd July—New York 12th March, Case Oil—Standard Oil Co.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1908, WITH INDEX. PRICE \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 3rd July 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUZB CANAL.

FORTNIGHTLY SERVICE TO AND FROM SHANGHAI.



2

STEAMERS

TO SAIL

SHANGHAI, KOBE & "VILLE DE LA CIOTAT" 14th Sept., 1908.

P.M.

YOKOHAMA, "AUSTRALIEN" 15th Sept., 1908.

P.M.

MARSEILLES, VIA PORTS "OCEANIEN" 26th Sept., 1908.

P.M.

SHANGHAI, KOBE & "ERNEST SIMONS" 29th Sept., 1908.

P.M.

MARSEILLES VIA PORTS "CAPT. GIRARD" 1 P.M.

P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea; through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.</div

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| | STEAMERS | TO SAIL | NOTES |
|------------------------------------------------------------------|------------------------------------------------|------------------|----------------------|
| SHANGHAI | DEVANHA | About 3rd Sept. | Freight and Passage. |
| LONDON VIA USUAL PORTS | DELHI | Noon, 5th Sept. | See Special Call. |
| LONDON and ANTWERP | NYANZA | About 9th Sept. | Freight and Passage. |
| VIA SINGAPORE, PENANG, COLOMBO, PORT MOJI, KOREA, PERA, YOKOHAMA | ANG, COLOMBO, PORT MOJI, KOREA, PERA, YOKOHAMA | About 12th Sept. | Freight and Passage. |

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 28th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| AMOY, MANILA, CEBU and ILOILO | "SUNGKUANG" | On 2nd Sept., 4 P.M. |
| MANILA, ZAMBOANGA, THURSDAY | DAI-LAN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | On 2nd Sept., 4 P.M. |
| HOIHOW, PAKHOI and HAIPHONG | "SINGAN" | On 2nd Sept., 9 A.M. |
| TSINGTAO, CHEFOO & NEWCHOWANG | "NANCHANG" | On 2nd Sept., 4 P.M. |
| SHANGHAI | "SHAOSHING" | On 4th Sept., 4 P.M. |
| MANILA STEAMERS and TIENSIN STEAMERS | have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms, and Dining Saloon. | |
| AUSTRALIAN STEAMERS | have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. | |
| SHANGHAI STEAMERS | have good Saloon Passenger accommodation and take cargo through Bills of Lading to all Yangtze and Northern China Ports. | |
| BRITISH SALOON STEAMERS | SINGLE and RETURN, TO MANILA AND AUSTRALIAN PORTS. | |

For Freight or Passage, apply to —

BUTTERFIELD & SWIBRE,
AGENTS

11

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

| |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SIAM and COLOMBO, to HAVRE, BREMEN and HAMBURG, and to NEW YORK. |
| TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. |
| Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports. |
| NEXT SAILINGS FROM HONGKONG: |
| OUPWARD: |
| HOMEWARD: |
| For Freight or Passage, apply to — |
| HAMBURG-AMERIKA LINIE, Hongkong Office. |

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---------------------------------------|---------------|------------------------------|
| TIENTSIN VIA SWATOW, WENHWEI & CHEFOO | "CHEONGSHING" | Wednesday, 2nd Sept., Noon. |
| USINGTAO, WEIHAIWEI & CHEFOO | "WENHWEI" | Wednesday, 2nd Sept., 2 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Friday, 4th Sept., 4 P.M. |
| MANILA | "YUENSANG" | Sunday, 6th Sept., Daylight. |
| SHANGHAI VIA NINGPO | "WINGSANG" | Tuesday, 8th Sept., Noon. |
| PSH'AI, YOKOHAMA, KOJI & MOJI | "NAMSANG" | Wednesday, 9th Sept., 4 P.M. |
| MANILA | "LOONGSANG" | Friday, 11th Sept., 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | Saturday, 12th Sept., 3 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to —

JARDINE, MATHESON & CO., LTD.,

Hongkong, 2nd September, 1908.

GENERAL MANAGERS.

16

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST, PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | THE CO'S S.S. | LEAVING |
|-----------------|-----------------|-----------------------------|
| WING VIA SWATOW | "SHOSHU MARU" | WED'DAY, 2nd Sept., 2 P.M. |
| & AMOY | Capt. IUCHI | |
| UI VIA SWATOW | "JOSHIN MARU" | SUNDAY, 6th Sept., 10 A.M. |
| GHALIA SWATOW | Capt. Y. KAWAKI | TUESDAY, 8th Sept., 10 A.M. |
| Y & FOOCHOW | Capt. M. NEMOTO | |

Reduction of 20 Per Cent. will be made on First and Second Class Fares to now, until Further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships Unrivalled Table.

taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 1st September, 1908.

T. ARIMA Manager.

18

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUZZ : Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chawau, (Peking Tientin), Kobe, Yokohama.

NAPLES to HONGKONG in 30 DAYS.

Unique Opportunity to make Tours in North China and Japan with Great Speed.

Safety and Comfort.

TRANS PACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe via Vancouver.

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

BOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, la Pallice, Liverpool.

PROPOSED SAILINGS

OUESANT 5th Sept.

AMIRAL OLRY 12th Oct.

CEYLAN 26th Nov.

CORSE 11th Jan. 1909

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to —

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 26th August, 1908.

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YOKOHAMA, 28th August, 1908.

782

POST OFFICE NOTICE

MAILS VIA "SIBERIA"

The s.s. Kobe Maru, will be despatched to Dalian from Shanghai every Friday, with railway connection to meet the mail train from Vladivostok.

Letters posted by French Mail steamers should reach Shanghai in time for this service.

The Despatch, with the English mail of the 7th August left Singapore on Friday, the 23rd August at 4 p.m. and may be expected here today, at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 7th July, and the parcel mails closed in London, for despatch by the all sea route on the 29th July, and for despatch overland on the 5th August.

After the 1st September, parcels for Germany by German mail steamers can be forwarded by the overland route via Naples. The Postage is sixty cents for each parcel in addition to the amount required for the ordinary all sea route. The limit of value of insured parcels by this route is one thousand francs.

FOR

PAR

DATUM

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| Hokkaido, Hakodate and Haiphong | Wednesday, 2nd, 8.30 A.M. |
| Yokohama, Kobe and Moji | Wednesday, 2nd, 9.00 A.M. |
| Nagasaki, Kobe and Yokohama | Wednesday, 2nd, 11.00 A.M. |
| Swatow, Tsin-tau, Weihaiwei, Chefoo & Tsin-tau | Wednesday, 2nd, 11.00 A.M. |
| Singapore, Penang and Colombo | Wednesday, 2nd, 1.00 P.M. |
| Swatow, Amoy and Ningpo | Wednesday, 2nd, 1.15 P.M. |
| Macao | Wednesday, 2nd, 2.00 P.M. |
| Amoy, Manila, Coblo and Iloilo | Wednesday, 2nd, 3.00 P.M. |
| Tsin-tau, Chefoo and Newchwang | Wednesday, 2nd, 3.00 P.M. |
| Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand and Fremantle | Wednesday, 2nd, 3.00 P.M. |
| Kobe and Yokohama | Wednesday, 2nd, 3.00 P.M. |
| Batavia, Cheribon, Samarang, Soerabaya and Makassar | Wednesday, 2nd, 3.00 P.M. |
| Bawow, Amoy and Foochow | Wednesday, 2nd, 3.00 P.M. |
| Macao | Wednesday, 2nd, 3.00 P.M. |
| Shanghai | Wednesday, 2nd, 3.00 P.M. |
| Europe &c. India via Tsin-tau | (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) |
| Supplementary mail on board up to the time fixed for departure of the mail | (Extra Postage 10 cents) |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail | |
| Macao | |

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| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) | Supplementary mail on board up to the time fixed for departure of the mail |
| | Extra Postage 10 cents) |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail | |
| Macao | |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) | Supplementary mail on board up to the time fixed for departure of the mail |
| | Extra Postage 10 cents) |
| Ningpo and Shanghai | |
| Shanghai, Yokohama, Kobe and Moji | |
| Kesling, Moji, Koto, Yokohama, Shimidzu, Yokohama, Honshu and San Francisco | |
| Singapore, Penang and Bombay | |
| Manila, Yap, Friedrich Wilhelmshafen, Simonsbaten, Herkethofe, Matapi, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adel'side, Perth and Fremantle | |
| Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver | |
| Manila | |
| Singapore, Penang and Calcutta | |

DOCTORS & ANALYSTS

TESTIFY TO THE GREAT HEALTH GIVING PROPERTIES OF OUR

DIAMOND BRAND
AMOROSO SHERRY.

TER DOZEN BOTTLES \$18.00

SAMPLES ON APPLICATION TO

H. RUTTONEE & SON,

WINE & SPIRIT MERCHANTS.

Hongkong, 12th August, 1908.

38

FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

A peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Bore-Worms, will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow.

General Agents for the East.

1547

PASSENGERS ARRIVED

For Shanghai, Mr. and Mrs. d'Amico, Mrs. Berolle, Mrs. Reine, Misses F. Kauzki, T. Kott, Bellini, Paulin, J. Wada and K. Oshima, Dr. J. E. Myles Brown, Dr. F. P. Whitfield, Messrs. Elias, R. von Maroch, G. Jules, J. Hirose, Franks, Flock, Dido, Gavardan, R. Mohrt, Lazaron, Béville, Figuras, Papadopoulos, B. d'Hendecourt, Yamata, J. de Kinderen, Takemura, E. Hirose, to Juilly, D. Manicello, Berossi, Bevergari, Antoin, S. C. Iamali, B. Picornell, S. Papafaratos, D. Schneids and Le Palbe.

DEPARTED

For Seattle, &c., Misses Hall and May Smith, Messrs. A. J. Hall, B. E. Viets, A. R. Espino, Wm. Davey, R. A. Little, M. Evansburg, W. A. Northrop, M. Vivencio del Rosario, J. de Rosa and W. Frith. For Ernest Simon, for Shanghai, &c., Mr. and Mrs. Macfie, Mrs. Myrtle, Mrs. Evansburg, Mrs. Ayer and baby, Mrs. Etzkorn, Mrs. Ribbeck, Mrs. Costa and child, Dr. Picard, Messrs. Le Remy-Erhard, Henzel, Desnoyer, C. Bertho, Ligon, R. L. Martinez, Neuenschwander, Taroomal, F. Bonnet, H. Lingot and A. Nagel.

MESSRS. FALCONER & CO'S REGISTER

September 1st.

Barometer 9 A.M. 29.82 Therm. (Wetbulb) 9 A.M. 78

Barometer 1 P.M. 29.80 Therm. (Wetbulb) 1 P.M. 78

Barometer 4 P.M. 29.85 Therm. (Wetbulb) 4 P.M. 78

Thermom. 9 A.M. 81 Therm. Maximum 82

Thermom. 4 P.M. 82 Therm. Minimum over night 80

Thermom. 4 P.M. 80

TO-DAY.
Sale, Sundry Condensed Stores, Central Police Station's Compound, 11 a.m.

COMMERCE AL.

EXCHANGE CLOSING QUOTATIONS.

September 1st.

ON LONDON.—

Telegraphic Transfer 1/91

Bank Bills, on demand 1/91

Bank Bills, at 30 days sight 1/91

Bank Bills, at 4 months' sight 1/91

Credit, at 4 months' sight 1/91

Documentary Bills 4 months' sight 1/91

Bank Bills, on demand 2/91

Credits, at 4 months' sight 2/91

ON PARIS.—

Bank Bills, on demand 2/91

Bank Bills, at 30 days' sight 2/91

Bank Bills, at 4 months' sight 2/91

Bank Bills, on demand 2/91

Bank Bills, at 30 days' sight 2/91

Bank Bills, on demand 2/91

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